



## Senate

General Assembly

**File No. 72**

February Session, 2008

Substitute Senate Bill No. 289

*Senate, March 20, 2008*

The Committee on Transportation reported through SEN. DEFRONZO of the 6th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

### ***AN ACT INCREASING FUNDING FOR THE TOWN AID FOR ROADS (TAR) PROGRAM.***

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Section 13a-175a of the general statutes is repealed and  
2 the following is substituted in lieu thereof (*Effective July 1, 2008*):

3 For the fiscal year commencing July 1, 2008, and each fiscal year  
4 thereafter, there shall be allocated [twelve million five hundred  
5 thousand dollars] thirty million dollars out of the funds appropriated  
6 to the Department of Transportation, or from any other source, not  
7 otherwise prohibited by law, to be used by the towns for construction,  
8 reconstruction, improvement or maintenance of highways, sections of  
9 highways, bridges or structures incidental to highways and bridges or  
10 the improvement thereof, including the plowing of snow, the sanding  
11 of icy pavements, the trimming and removal of trees, the installation,  
12 replacement and maintenance of traffic signs, signals and markings,  
13 and for traffic control and vehicular safety programs, traffic and  
14 parking planning and administration, and other purposes and

15 programs related to highways, traffic and parking, and for the  
16 purposes of providing and operating essential public transportation  
17 services and related facilities.

This act shall take effect as follows and shall amend the following sections:		
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Section 1	<i>July 1, 2008</i>	13a-175a
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**TRA**      *Joint Favorable Subst.*

The following fiscal impact statement and bill analysis are prepared for the benefit of members of the General Assembly, solely for the purpose of information, summarization, and explanation, and do not represent the intent of the General Assembly or either chamber thereof for any purpose:

### ***OFA Fiscal Note***

#### ***State Impact:***

Agency Affected	Fund-Effect	FY 09 \$	FY 10 \$
Department of Transportation	TF - Cost	17,500,000	17,500,000

Note: TF=Transportation Fund

#### ***Municipal Impact:***

Municipalities	Effect	FY 09 \$	FY 10 \$
All Municipalities	Revenue Gain	17,500,000	17,500,000

### ***Explanation***

The bill increases a portion of the Town Aid Road Grant from \$12.5 million to \$30 million beginning in FY 09. This will result in an annual Transportation Fund cost of \$17.5 million to the state and an aggregate revenue gain to towns of \$17.5 million beginning in FY 09.

### ***The Out Years***

#### ***State Impact:***

Agency Affected	Fund-Effect	FY 11 \$	FY 12 \$	FY 13 \$
Department of Transportation	TF - Cost	17,500,000	17,500,000	17,500,000

Note: TF=Transportation Fund

#### ***Municipal Impact:***

Municipalities	Effect	FY 11 \$	FY 12 \$	FY 13 \$
All Municipalities	Revenue Gain	17,500,000	17,500,000	17,500,000

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**OLR Bill Analysis****sSB 289*****AN ACT INCREASING FUNDING FOR THE TOWN AID FOR ROADS (TAR) PROGRAM.*****SUMMARY:**

Three laws require certain amounts of state funds to be allocated from money appropriated to the Department of Transportation annually for distribution to towns under the town aid road program. This bill increases the amount specified in one of them from \$12.5 million to \$30 million, thereby increasing the total amount specified in the three laws from \$18.1 million to \$35.6 million.

The bill, in effect, requires \$5.6 million more to be allocated for the town aid road program than currently appropriated.

EFFECTIVE DATE: July 1, 2008

**TOWN ROAD AID PROGRAM LAWS**

There are three laws that establish the allocation of state funds to the town aid road program. Under these three laws:

1. \$12.5 million must be allocated for distribution based on \$1,500 for each mile of improved road in each town up to 32 miles and the rest based on each town's population relative to the state population (CGS § 13a-175a);
2. \$1 million must be allocated for unimproved roads based on the ratio of each town's total mileage of unimproved roads to the total mileage of all unimproved roads statewide (CGS § 175d);
3. \$4.6 million must be allocated for distribution based on each town's population relative to the state population. In addition,

each town must receive an additional amount equal to 47.9% of the total allocated to it under the two laws above, but if the total appropriated for the town aid program is insufficient to do this, the additional amount must be reduced proportionately (CGS § 13a-175i).

As currently written, these three laws require at least \$18.1 million to be allocated annually under distribution formulas. In fact, the current amount appropriated for the town aid road program is \$30 million. The bill increases the amount that must be allocated under the first of the three distribution statutes from \$12.5 million to \$30 million. This, in effect, increases the total that must be allocated under the three laws to \$35.6 million, which is an increase of \$5.6 million over the current appropriation.

## **BACKGROUND**

### ***Town Aid Road Program***

Municipalities can use their town aid grant for a variety of activities including road construction, reconstruction, improvement, or maintenance; snow plowing and sanding; tree trimming or removal; installing traffic signs, signals or markings; traffic and parking planning and administration; other purposes and programs related to highways, traffic, and parking; and providing essential public transportation services and related facilities.

## **COMMITTEE ACTION**

Transportation Committee

Joint Favorable Substitute

Yea 33 Nay 0 (03/05/2008)